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# INFORMATION REPORT

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COUNTRY

Czechoslovakia

DATE DISTR. 15 September 1954

SUBJECT

Vysocany Plant of Aero in Prague-Vysocany

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ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF  
INFO.

SUPPLEMENT TO  
REPORT NO. 25X1X

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The aircraft plant was located at 42 Fucikova ulica in Prague of about 200 x 250 meters with about 28 buildings. The works were surrounded by a wall about 2.50 meters high. Source believed that the Aero-Vysocany plant at which he worked was no independent enterprise, but belonged to a large combine. Source knew only a few leading men of the plant, all of them civilians of Czechoslovakian nationality, including Bocek, deputy manager, 180 cm high, 45 years old, lean, with brown greying hair, who simultaneously was chief of the cadre department; Blecha, chief of the personnel department, 170 cm high, 40 years old, rather stout, bald; Komrady, member of the supervisory council, 175 cm high, 30 years old, a rabid Communist; and Konecny, leader of the "Velke Slovensko" works department. Source estimated the number of employees at 1,500 to 2,000 persons, about half of them women. The average age of the workers was about 30 years. Skilled workmen were relatively scarce; unskilled employees were 80 percent. Unpaid special shifts, such as night shifts, were occasionally ordered.

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2. The works produced three MIG-15 fuselages including rudder units and cabin roofs per day. It was generally known in the works, that only MIG-15 fuselages were manufactured. Except for a few necessary castings which were delivered by a foundry situated in another place, components for the [redacted] manufactured at the LEGIB aircraft plant, where the fuselages were also [redacted] equipped with rudder units. Wings and elevator units were not produced by [redacted] not fitted there either. In mid-1953, a shop meeting discussed the proposed [redacted] the daily output of the [redacted] fuselages. As a detailed discussion [redacted] this increase would [redacted] of the daily working time of every worker to at least 9 1/2 [redacted] osal was dropped. An even flow of production was endangered by [redacted] the side of women workers. The general trend consequently was to hire [redacted] worker engaged was obliged to sign a contract for three years.
3. About twice a week the completed fuselages were picked up, mostly in the afternoon, by military Tatra-111 trucks which were not equipped for these hauling missions and which were driven by drivers who wore blue uniforms. Every fuselage was covered with canvas. It was generally known at the plant that the aircraft fuselages were shipped to a factory in Vodochody, west of the Prague-Litoměřice road, about 7.5 km south of Rudnice, where the bodies were fitted with wings, elevator units and engines. Source

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[redacted] ed from a man who was working at the Avia aircraft plant in Cakovice. [redacted] ings for MiG-15 aircraft were produced there and delivered to [redacted]. Since source had learned from another comrade working at the Motorlet in Prague-Jinonice that the jet engines, [redacted] also delivered to Vodochody, he believed it very probable that the aircraft were completely assembled at the Vodochody. [redacted] no information as to where the completed aircraft were. [redacted] the completed fuselages were marked by Cyrillic letters. [redacted] believes that at least part of the output, about 30 fuselages per month, was delivered [redacted].

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[redacted] ty of the MiG-15s produced in Czechoslovakia. [redacted] duced in the USSR. He based his opinion on [redacted] mber 1952, a Soviet MiG-15 made a forced landing [redacted] damaged. It was taken to the Vysocany Aero Works [redacted] for some time after being repaired. Source observed [redacted] exactly the same shape as the fuselage produced at [redacted] carelessly. Defects included gaps between individual [redacted] es of the sheets, and poor riveting.

5. Source did not know anything of a research or development department at the works nor of plans for another line of production in addition to the production of MiG-15 fuselages. In the summer of 1953, pavement work was started on all free sites at the aircraft plant. Electric trucks were used for transportation within the works area, while two trucks and one Tatra sedan were used for road transportation. The entire machinery of the works was electrically driven and the existing boilerhouse was used only for heating purposes. No large quantities of materials were stored within the works. Supply of materials was well regulated. All work was done on a piece work basis. The monthly average wage of a workman amounted to about 900 Kcs. All working rooms of the factory were equipped with foam fire extinguishers and the works' fire brigade, with 15 firemen permanently ready for action, had two fire engines with accessories and one ambulance which was used in case of accidents. The works were guarded by a factory guard of 50 men, while a special works' militia, consisting of 25 men, went into action in exceptional cases as, for instance, on occasion of the uprisings at the currency reform.

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1. [redacted] Comment. No information is available on an aircraft assembling plant or an airfield at Vodochody where MiG-15s could be tested. Perhaps source wanted to state that the fuselages were shipped in the "direction of Vodochody" and not to Vodochody itself. According to previous reports, tests flights with Czechoslovakian jet fighters were made at Zatec (Saaz) airfield. Vodochody is situated between Prague and Saaz. The only factory connected with the aircraft industry in the region of Vodochody was the Letov-branik plant at Kralupy which was probably engaged in repairing glider planes. It is believed that the assembling of the jet aircraft will be transferred to the newly built works in Kunovice where the only Czechoslovakian factory airfield with runways suited for testing jet fighters exists.

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2. [redacted] Comment. As late as early 1952, the Aero Aircraft Works was the central designing office and development plant of the Czechoslovakian aircraft industry. From November 1948 until 1952, it was directed by engineer K. Tomas. The aircraft plant is now believed to manufacture aircraft components. If this information should be true, it would imply that no aircraft are any longer developed in Czechoslovakia and that the Czechoslovakian aircraft industry has practically become a part of the Soviet aircraft industry. Since it is believed that the production of MiG-15s was started in early 1952, the reorganization of the works for the production of this type must have taken place in mid-1951.

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 Comments:

Information from the same informant on the subject of this report may have been distributed through other channels.

1. The Czechoslovak Teletype Subscribers Directory of 1952 lists the Vysocany Plant of Aero, National Enterprise, at ul. Julia Fucika 305, in Prague.
2. The factory at Vodochody to which source refers is the Rudý Letov Plant No. II'.
3.  Comment: As late as early 1952, the Aero Aircraft Works was the central designing office and development plant of the Czechoslovakian aircraft industry. From November 1948 until 1952, it was directed by engineer K. Tomas. The aircraft plant is now believed to manufacture aircraft components. If this information should be true, it would imply that no aircraft are any longer developed in Czechoslovakia and that the Czechoslovakian aircraft industry has practically become a part of the Soviet aircraft industry. Since it is believed that the production of MiG-15s was started in early 1952, the reorganization of the works for the production of this type must have taken place in mid-1951.

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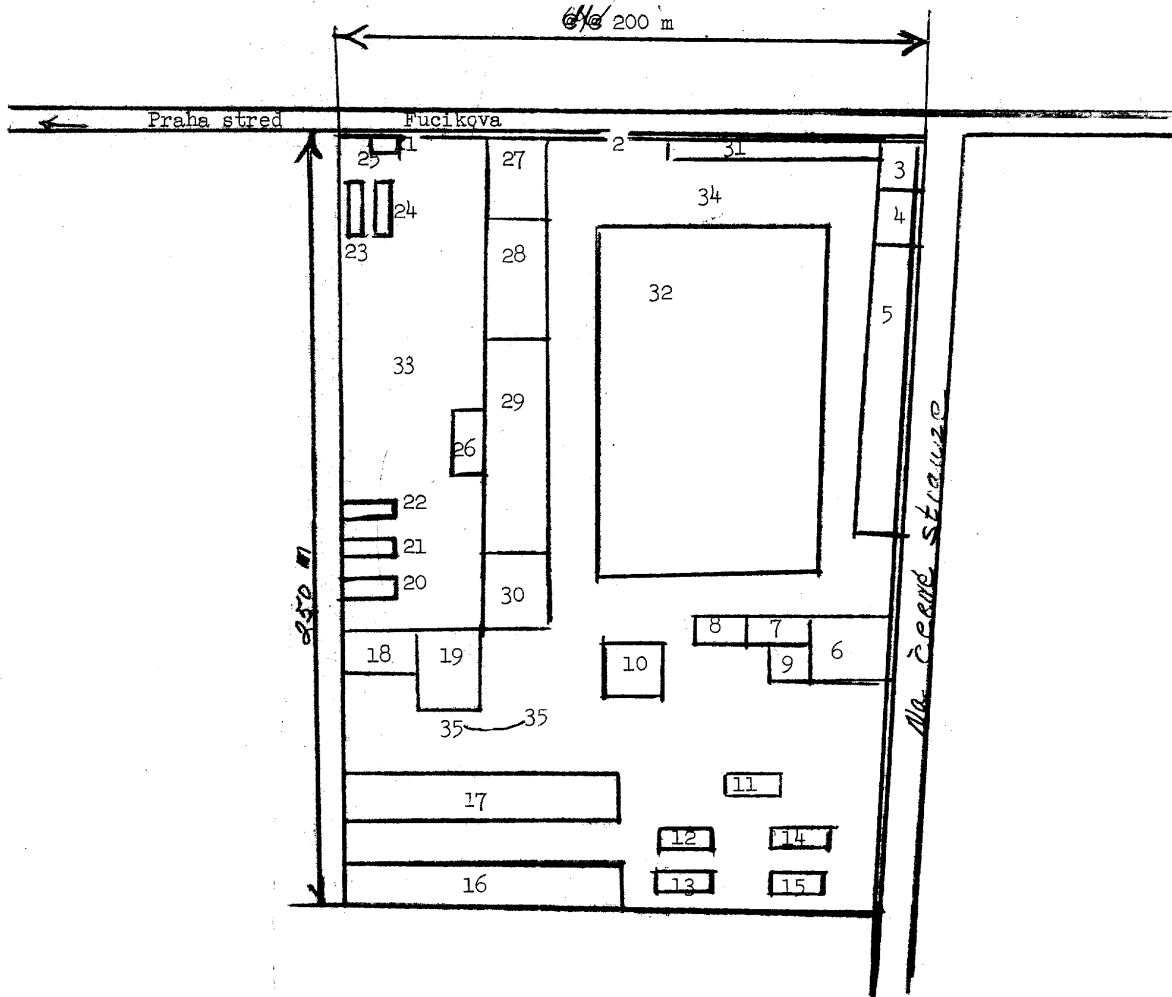
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Diagram of the Aero-Vysocany Plant



Not to scale:

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Legend:

- 1 Emergency exit
- 2 Gate
- 3 Main porter's lodge
- 4 Probably designing office, three-story building
- 5 Galvanizing plant, single-story building, 40 x 10 meters.  
A maximum of 15 employees worked at the plant.   10 25X1X  
vats, 1 x 1 x 2 meters
- 6 Fitting department, two-story building, 20 x 20 meters .  
A total of about 10 machines were installed there
- 7 Station of fire brigade
- 8 Storage of firefighting equipment
- 9 Sand blast station occupied by two workers
- 10 Garages, 12 x 15 meters
- 11 Storage depot for completed rear sections of aircraft fuselages, 25 x 15 meters
- 12 through
- 15 Storage of reserve machinery and equipment
- 16 "Male Slovensko" department, 100 x 20 meters.  
Work was done in three shifts; about 60 men worked in the early shift, 50 in the afternoon shift, and about 20 in the night shift. Half of the workers were women. Rear sections of MiG-15 fuselages were assembled in Sub-Departments Nos 231 and 232. No machinery was available except for electrical hand-boring machines, grinding machines, and riveting machines. Five assembly scaffolds were seen in Sub-Department No. 233. The fuselages were provided with skins in Sub-Departments Nos 234 and 235.
- 17 "Male Slovensko" department, 120 x 20 meters .  
Work was done in three shifts; about 150 workers were assigned to the early morning shift, which was the strongest of all. A total of 120 metal working machines, mainly medium sized lathes, were installed in the shop
- 18 Messhall, single-story structure, 15 x 10 meters
- 19 Administration building, four-story building, 20 x 20 meters
- 20 Cloak room, single-story structure, 50 x 10 meters
- 21 Maintenance shop, 50 x 10 meters
- 22 Electric shop, 50 x 10 meters
- 23 and
- 24 Carpentry shop, 50 x 10 meters
- 25 Porter's lodge B
- 26 Issuance of tools, 50 x 10 meters
- 27 Dispensary, 20 x 15 meters
- 28 Lathe shop, 25 x 20 meters .  
About 40 men worked in the early morning shift. Work done there was similar to that at the "Male Slovensko" department.

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- 29 Locksmith shop, 25 x 20 meters.  
About 50 men worked in the early morning shift. The shop was mainly equipped with work benches, some lathes, besides milling and grinding machines, were available
- 30 Boiler house, 15 x 10 meters
- 31 Guard house and CMS office, 40 x 10 meters
- 32 Assembly department.  
About 200 men worked in the early morning shift; slightly fewer workers were assigned to the afternoon and night shifts. About two-thirds of the floor space was used for assembly work, the remainder served as finishing shop and was equipped with grinding machines, presses, pneumatic hammers, a total of about 20 machines. A gallery extended along the walls of the shop. The forward sections of aircraft fuselages were assembled on this gallery, while on the floor of the hall, the entire fuselages were assembled. Machinery or cranes were not available.
- 33 Yard
- 34 Concreted area
- 35 Fuel dump on a slope, the fuel drums were semi-underground.

## LIBRARY SUBJECT AND AREA CODES

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